

U-Boat Sails in 10 Days, Says Captain

FRENCH SEIZE HEIGHT RULING SOMME LINE

Push Further South of Biaches, Menace Foe.

BRITISH LOSE TRONES WOOD

Advance at Ovillers—Germans Driven Back in Champagne.

(By Cable to The Tribune.)
London, July 10.—Foch's troops steadily are battering their way over the narrow isthmus to Peronne. In another of the sharp thrusts which have marked the slow but insistent progress of the French in the Flanders battle, Hill 97, dominating the Somme southeast of Biaches, was won from the Germans.

Between Biaches, the loss of which is conceded to-day by Berlin, and Barleux the French made some progress. On this line, forming the German front directly south of the Somme, the Teutons are offering a furious resistance. Its collapse would mean the doom of Peronne.

Meanwhile, the Allied forces on both sides of the Somme are making valiant efforts to advance on both flanks of the wedge driven toward Peronne. Near Biaches a field fort was stormed by the French, and the heavy guns are pounding incessantly at Villers Carbonnel, the key-stone of German resistance south of the Somme.

British Gain Near Ovillers.

The British, who are meeting opposition as heavy as, if not heavier than that which slowed down their first assault, are striving to pry loose the German salient centering on Contalmaison. Here London tonight records further progress east of Ovillers and La Roisselle and the winning of a footing in the Mamez Wood, where all British efforts until now have failed.

At the Bois de Trones, into which the British edge of this salient project, the Germans have forced the French back. "This afternoon," says the British official statement, "after the British official attack, the Germans succeeded in entering Trones Wood at the expense of heavy casualties."

All yesterday afternoon, and again last night, this battle in Trones Wood continued. The artillery took up the engagement when the infantry had failed, with all the unrelenting tactics. Then, when the guns were silent, the British advanced, the Kaiser's troops repulsed the attack. The British at this time were unable to hold their ground and fell back. But tonight they joined battle again and the fighting is still raging.

Severe Losses on Both Sides.

Every yard of ground the Allies won means a large cost in dead and wounded. The German counter attacks are all at night. This battle of the Somme has demonstrated once more the desperate modern trench fighting, the machine gun and the trench mortar, the gas and the poison gas, the use of the tank and the use of the airplane. The toll is as heavy as ever.

Each day makes more clear that victory on the West front must be won by a single brilliant stroke that shatters the enemy's line and opens the way to a final triumph, but by constant, steady attacks that grind away the strength of the enemy's line. The German counter attacks are all at night. This battle of the Somme has demonstrated once more the desperate modern trench fighting, the machine gun and the trench mortar, the gas and the poison gas, the use of the tank and the use of the airplane. The toll is as heavy as ever.

Fall of Biaches Forces German Retreat on Somme

By FRED R. PITNEY.
(By Cable to The Tribune.)
Paris, July 10.—The French success north of the Somme in the capture of Barleux and Hill 110 was immediately followed by another advance of the right wing, enveloping Biaches. This movement is very important from a strategic point of view. It not only brings the French up to the doors of Peronne, but it clears all the German heavy ordnance from the left bank of the Somme as far south as the French front.

Shark Drives Hughes's Nephew from Sea Bath

Colin Carter Twice in Danger at Bridgehampton—Candidate's Three Daughters Take Daily Plunge Near By.

(From a Staff Correspondent of The Tribune.)
Bridgehampton, L. I., July 10.—Colin Carter, a nephew of Charles H. Hughes, was one of several bathers driven to shore this morning by a shark. In the afternoon Mr. Carter had another adventure with a shark, which he believes was the same. The beach where it appeared is only half a mile from where Mr. Hughes's three daughters swim daily. In the heavy surf less than 200 yards from shore some one saw a black fin and shouted. In an instant every one was swimming at top speed, and while the shark was not seen again there was no further interest in bathing.

About 4 p. m. the sea quieted down and Mr. Carter put out in a canoe with Miss Winifred Land Brown, of Englewood, N. J., daughter of the late T. J. Brown, a friend of ex-President Taft. They were less than 300 yards from shore when Miss Brown exclaimed that she believed she had seen a shark. It had passed right under the stem of the canoe, she said. A moment later Carter saw it leap from the water about 200 feet away.

The shark was between the canoe

and the shore and Carter made a wide detour to avoid the locality in making for Mecox Beach.

"I believe the shark we saw this afternoon was the same one we saw this morning," he said. "My brother Philip was watching us and he saw it leap out of the water. There are plenty of dolphins around just now, but this was no dolphin."

Philip Carter said to-night that the shark was at least eight feet long.

Asbury Park, N. J., July 10.—The beach at Fourth Avenue has been enclosed with steel nets, and no bathing outside the protected area is permitted by beach guards. Fishermen who went out on the steamer Tuna yesterday reported that they had seen four huge sharks, one of them within a mile of the shore. The creatures seemed to have no fear of the boat, they said, but swam close to it.

The Tuna went out eight miles, but those aboard caught no fish, which is attributed to the presence of the sharks.

Owners of cottages at Monmouth Beach are considering the erection of a shark club, which will have one in front of its property. From Monmouth Beach to Belmar bathing in tidal pools was far more popular than surf bathing to-day.

Exports to Neutrals Banned by British

Order May Result in Stoppage of Cotton to Holland.

(By Cable to The Tribune.)
London, July 10.—The "Nieuwe Rotterdamse Courant" says that Great Britain has asked Holland to stop the export of manufactured goods to neutral countries, declaring that non-compliance will result in the stoppage of Holland's cotton imports. The "Telegraph" says that the Allies are merely contemplating measures to prevent the export of Dutch cotton goods to Switzerland and Rumania, as it has been proved that exports are really intended for Germany.

Woman Thought She Saw Davenport's Arab Eat Hers.

Said Abdullah, a desert dweller of midnight hue, brought from the Orient by the late Homer Davenport, the cartoonist, to care for his Arabian horses, was arrested in Orange, N. J., yesterday, charged with stealing a woman's pie. Mrs. Mary Skinner missed seven pies from the window of her restaurant, at 50 Hickory Street. Later, she said, the man Abdullah, swallowing the last fragment of something which evidently tickled his palate.

"YOUNG UPSTARTS" FOIL WEDDING OF FATHER, 85

Huntington Man and Sweetheart, 75, Will "Fool 'Em Yet."

Huntington, Long Island, July 10.—Rinaldo Sammis, eighty-five years old, almost circumvented his children and got married to-day.

Since Ella Krasman rejected him years ago in favor of his brother, Charles, Rinaldo Sammis has lived alone on his farm, near Northport. Recently he has put on his Prince Albert of a Sunday and courted Miss Janina Conklin, a neighbor, seventy-five years old, to church. Rinaldo's children frowned to-day. Rinaldo, hobbled across to Miss Janina's home on his two canes, the pair got out the buggy and the lady drove straight to the office of W. B. Trainor, town clerk, and declared a marriage license. Mr. Trainor wouldn't issue it, as Mr. Sammis's children had declared he was not competent.

"The young upstarts!" sniffed Miss Janina. "Never you mind, Janie!" soothed her spouse. "The course of true love never did run smooth, but we'll fool 'em yet."

GIRL FOUND CHAINED BY NECK; FATHER HELD

Teeth Marks Found on Her Cheek and Elbow.

Half a dozen small boys came running into a police station at Orange, N. J., yesterday morning and gasped out a story of a little girl who was chained by the neck to the railing of a back porch at a Sherman Street. Policemen who were sent to the house found Lena Dequenne, nine, whimpering and tugging weakly at a chain. The child could barely walk and she was carried to a physician's office by a stalwart and watchful patrolman. Lacerations on her cheek and elbow were the marks of human teeth, the physician said.

Antonia Dequenne, the girl's father, was arrested and held without bail for the grand jury, charged with assaulting a minor. Lena was committed to the Parental Home.

PLAGUE GROWS IN MANHATTAN; 14 DEAD IN CITY

103 New Cases in Day Cause Physicians Much Alarm.

MANY FINED IN CLEAN-UP MOVE

Dr. Flexner Rushes Back to New York to Head Research Work.

One hundred and three more little red-topped pins, pushed into the city maps on the walls of Health Commissioner Emerson's office, marked yesterday the progress of the infantile paralysis plague. Each pin showed the location of a newly discovered case of the disease.

With fourteen deaths reported, the day proved one of the worst since the outbreak of the epidemic. Only twice before have the daily illness figures passed the century mark. Most alarming to the physicians, who are working night and day in the fight against the epidemic, was its rapid spread in Manhattan, where thirty new cases were found—almost twice as many as on any previous day.

Hope was not entirely abandoned that the ravages of the disease could be checked and confined to districts where it has already been reported, but Health Department officials and officers of the United States Public Health Service joined in declaring that the crux of the situation was the necessity of discovering ways by which the disease is spread.

To Take Up Researches.

Should isolation methods and the stringent precautions practised by the Health Department fail, the only resource will be research work to that end. Physicians of Rockefeller Institute for Medical Research have already begun such work under the direction of Dr. Simon Flexner, who yesterday hurried back to New York from Maine. Five surgeons of the Federal service, who have arrived in New York, will also plunge into research problems as soon as a laboratory, with suitable facilities and near hospitals containing children ill with paralysis, can be obtained.

The city-wide clean-up, ordered Sunday by Mayor Mitchell, was begun yesterday morning. As the combined forces of five city departments started through the tenements, backyards and streets of the city, cleaning as they went, and on the watch for violations of the sanitary code, the Mayor declared that deeds, not words, would mark the progress of the campaign.

Hundreds of fines for code violations were imposed by magistrates yesterday. Every one of the 6,000 "white wings" of the Street Cleaning Department worked from early in the morning until after dark, and while the epidemic continues the work of the department will be carried on twenty-four hours a day in place of the usual two eight-hour shifts. Inspectors for the Health Department pushed further their search for unsanitary conditions among the eating places and at the vendors of Brooklyn and the East Side.

Conference in Capital.

In Washington the heads of the Public Health Service met and decided to ask Congress for an appropriation of \$100,000 to be used for infantile paralysis research work and in fighting the spread of the disease in other states. The urgent need of money was made clear yesterday by C. H. Lavin, director of the Federal service, now in charge of its work in New York. He declared that the extent of the research work would depend solely upon the amount of money available. Only about \$15,000 is now on hand.

It is becoming more and more evident that the Federal service faces a serious problem in preventing the epidemic from becoming widespread throughout the East.

Twenty-five cases from districts of

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THE DEUTSCHLAND ANCHORS AFTER LONG TRIP.



The German submarine as she came to rest in Baltimore Harbor, ending her 3,800-mile voyage from Bremen, under command of Captain Paul Koenig. The portrait is that of the captain.

BRITISH BELITTLE SUBMARINE FEAT

Voyage Not Wonderful, Blockade Not Affected, London Editors Say.

London, July 11.—The morning newspapers, while expressing admiration editorially for the feat of the German submarine Deutschland, insist that it cannot have the slightest military importance, nor can it be regarded as a demonstration of the ineffectiveness of the British blockade.

"The Daily News" says: "The captain and the crew deserve congratulations on their pluck and luck. But all the voyage proved is that the thing can be done, and that has been proved before. As far as the war is concerned it is quite unimportant."

"The Morning Telegraph" says: "The voyage is interesting as an illustration of the success with which physical science is triumphing over obstacles that were regarded, comparatively recently, as insurmountable."

Calls It Amusing.

"The Daily Express" says: "The achievement cannot have the smallest military significance, but it is an interesting and amusing event. It is possible that a dozen submarine merchantmen may reach America, but disaster would occur to most of them before they could return."

"The Morning Post" recalls the fact that ten British submarines, constructed in Canada, crossed the Atlantic last summer. The paper gives an official Admiralty report as its authority for this. It adds:

"It is not the case of this being the

Crew Drank and Sang Under Allied Warships

Captain Tells How Undersea Freighter Dived Past Dangers—Lay on Bottom of English Channel All Night.

(From a Staff Correspondent of The Tribune.)
Baltimore, July 10.—The log of the Deutschland records no thrills that one's fancy associates with the cruise of the first submarine merchantman. The sea-tanned skipper of twenty years' service in the German merchant marine, Captain Paul Koenig, makes up that deficiency in the remarkable journey's narrative. His modest elation shows only in steel blue eyes and a generous smile or laughter, but the story he tells is radiant with interest that forgets the lack of exciting escapades.

This wonder voyage of the Deutschland was easy to Captain Koenig and his men. It was not difficult to dive beneath the waves when a surface craft was sighted and remain hidden from view until danger had passed. And it was lots of fun to lie on the bottom of the English Channel, drinking champagne and listening to the gramophone strains of "Peer Gynt" while English and French destroyers hovered above.

That one incident tells more than anything else the ease of the Deutschland's cruise. It is, however, only one of the fascinating features of Captain Koenig's tale. He talked freely to the Tribune correspondent this afternoon in the office of the North German Lloyd Line. His modesty is his most noticeable characteristic, it seems. His eyes have a pleasant sparkle, and though he smiles often and chuckles whenever the occasion arises, the nodding gestulation of his head and the snap of his sharp features make one realize that he is also the stern disciplinarian that the German navy breeds.

Wouldn't Let Lake Aboard.

Captain Koenig said he had seen Simon Lake, inventor of a submarine type, earlier in the day, but he would not permit the inventor to board the Deutschland. Mr. Lake did not ask for permission, the captain said, but they talked over submarine types in general and the improvements that have been brought about in recent years, and Mr. Lake gave the skipper a veiled hint of what he might do.

Then the interview switched to a thousand and one things. Captain Koenig described the voyage, the crew, the conduct of the vessel, her fuel, her food, and a little—very little—about her return. But he said, with a significant twinkle, that the Deutschland was just the forerunner of a fleet of German submarine merchantmen that was destined to bring cargoes to this country and take back much needed supplies.

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MORE FREIGHT SUBMARINES ON WAY HERE

Deutschland Passes as Peaceful Merchantman.

NO ARMS ABOARD BUT REVOLVERS

Vessel Put in Carefully Protected Berth at Baltimore.

(From a Staff Correspondent of The Tribune.)
Baltimore, July 10.—Captain Paul Koenig, skipper of the giant submarine merchantman Deutschland, expects to guide his craft out beyond the protecting waters of the United States with a return cargo in about ten days. He swore to that intention before the customs officials when he cleared the Deutschland into port at noon to-day. His ship passed official government muster to-day as a bona fide vessel of commerce.

A fleet of similar undersea trading vessels was building at Bremerhaven, it was announced later. Unless the captain's calculations go amiss and unexpected complications arise, the Deutschland, on her homeward voyage, may pass the second of the fleet bound to America with another valuable cargo. The name of the next one scheduled to sail is the Bremen, but beyond that little could be learned to-day of the plan of the owning company in Germany.

The success of the present venture and the striking significance of the whole daring enterprise are further emphasized by the fact that the remarkable trip just completed will be more than paid for by the sale of the Deutschland's cargo of dyestuffs, leaving no small profit to her builders and shippers. A conservative estimate of the value of the submarine's cargo—Captain Koenig's estimate and that of the vessel's agents here—is \$1,000,000. Its worth probably exceeds that figure, while the cost of building the Deutschland was only \$500,000.

In a Well-Guarded Berth.

The Deutschland, with her cargo still aboard, is lying to-night in a berth on the Patuxent River that defies entrance from land or water. She slipped her pointed nose into an improvised cove a few minutes after 6 o'clock this morning. A chain of logs and barges drew taut about one of her saddle sides, locking her against a pier. It takes a long-necked observer to get a glimpse of anything aboard except her conning tower.

Meanwhile, Haniel von Haimhausen, counselor of the German Embassy, who came down to extend to Captain Koenig the congratulations of Ambassador Count von Bernstorff, took back with him to Rye, N. Y., the summer embassy, three mail pouches addressed to "K. V. B., Washington"—presumably Kurt von Bernstorff and sealed with the imperial German eagle of the Berlin Foreign Office. Captain Koenig and A. Schumacher & Co., local agents of the Deutschland, deny that the pouches contain a message from Emperor William to President Wilson.

The only prospective snag that might mar the present plans of the vessel's sponsors and skipper was the visit to this city this afternoon of Simon Lake, inventor of submarines, and his counsel, Mr. Lake spent a pleasant half hour with Captain Koenig discussing submarine generalities. He did not begin any Federal action to libel the Deutschland, but his intention to do so may have been hinted at in his greeting to the submarine's master. "I am down here to pay you a social call," said Mr. Lake, "to congratulate you on your achievement. That is my social mission. If I libel your vessel to-morrow, that's business."

Accepted as Merchant Vessel.

Whatever difficulties may have been expected in the path of proving the Deutschland a merchant vessel vanished when the government boarding officers completed their inspection of the submarine at quarantine, just after daylight. William Thomas Fee, United States Consul at Bremen, had eased the ways by giving the Deutschland a clean bill of health before she left her home port. The Federal authorities here found nothing else to do but add their sanction.

Guy W. Steele, Surveyor of the Port; Deputy Surveyor F. Sydney Hayward and several inspectors examined the Deutschland from stem to stern and from crew's nest to keel. The only armament they discovered consisted of